

Table 2-H-18b
Bakersfield to Los Angeles – High-Speed Train Station Evaluation Matrix
Bakersfield to Sylmar Segment – Santa Clarita Station Options

Station = Station Carried Forward **Station** = Station Eliminated = Primary or Secondary Reason for Elimination

Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
<i>Maximize Ridership/Revenue Potential.</i>					
Travel Time	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Length	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Population/Employment Catchment	<u>1990 10-mile radius:</u> 158,516 persons: 82,907 employed <u>Santa Clarita 1990-2000 population growth:</u> 37%	<u>1990 10-mile radius:</u> 158,516 persons: 82,907 employed <u>Santa Clarita 1990-2000 population growth:</u> 37%	<u>1990 10-mile radius:</u> 158,516 persons: 82,907 employed <u>Santa Clarita 1990-2000 population growth:</u> 37%	<u>1990 10-mile radius:</u> 353,096 persons: 173,893 employed <u>Santa Clarita 1990-2000 population growth:</u> 37%	<u>1990 10-mile radius:</u> 353,096 persons: 173,893 employed <u>Santa Clarita 1990-2000 population growth:</u> 37%
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<i>Maximize Connectivity and Accessibility.</i>					
Intermodal Connections	<ul style="list-style-type: none"> Airport (Burbank) – 21 mi. (35 km) Freeways – I-5: adjacent MTA Bus/Park and Ride – 2.5 mi. (4.2 km) 	<ul style="list-style-type: none"> Airport (Burbank) – 21 mi. (35 km) Freeways – I-5: adjacent MTA Bus/Park and Ride – 1.6 mi. (2.7 km) 	<ul style="list-style-type: none"> Airport (Burbank) – 18 mi. (30 km) Freeways – I-5: 2 mi. (3.3 km) No existing local street access 	<ul style="list-style-type: none"> Airport (Burbank) – 21 mi. (35 km) Freeways – SR-14: adjacent MTA Bus at Park and Ride at Metrolink Station – 1 mi. (1.6 km) Metrolink – 1 mi. (1.6 km) at existing station. 	<ul style="list-style-type: none"> Airport (Burbank) – 21 mi. (35 km) Freeways – SR-14: 1.5 mi. (2.5 km) MTA Bus at Park and Ride on San Fernando Rd. No existing local street access
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Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
<i>Minimize Operating and Capital Costs.</i>					
Length	<ul style="list-style-type: none"> No implications. 	<ul style="list-style-type: none"> No implications. 	<ul style="list-style-type: none"> Requires localized modification to alignment. 	<ul style="list-style-type: none"> No implications. 	<ul style="list-style-type: none"> Requires localized modifications to alignment.
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Operational Issues	<ul style="list-style-type: none"> Mountainous terrain. 	<ul style="list-style-type: none"> Mountainous terrain. 	<ul style="list-style-type: none"> Switching movements to south confined by tunnel. Mountainous terrain. 	<ul style="list-style-type: none"> Switching movements to south confined by tunnel. 	<ul style="list-style-type: none"> Switching lengths severely limited by curvature and tunnels at either end.
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Construction Issues	<ul style="list-style-type: none"> Deep cut/fill. Drainage considerations. Highway access. 	<ul style="list-style-type: none"> Significant earthwork. Highway access. 	<ul style="list-style-type: none"> Partially in tunnel. Requires construction of new access roads. 	<ul style="list-style-type: none"> Partially in tunnel. Significant earthwork. Difficult access. 	<ul style="list-style-type: none"> Difficult access. Requires construction of new connection to San Fernando Rd. Significant earthwork.
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Capital Cost	<ul style="list-style-type: none"> Earthwork / retaining walls. 	<ul style="list-style-type: none"> Earthwork. 	<ul style="list-style-type: none"> Widened tunnel. 	<ul style="list-style-type: none"> Widened tunnel. Access roads 	<ul style="list-style-type: none"> Earthwork. Access roads. Alignment modifications
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Right-of-Way Issues/Cost	<ul style="list-style-type: none"> Agricultural lands. Spans Santa Clara River floodplain. 	<ul style="list-style-type: none"> Constrained by adjacent development. Oil field. 	<ul style="list-style-type: none"> Alignment required causes probable tunneling under existing developed area to north. Identified as a Significant Ecological Area. 	<ul style="list-style-type: none"> Area of high growth – planned residential and commercial developments. 	<ul style="list-style-type: none"> Angeles National Forest lands. Requires significant additional right-of-way for access. Identified as a Significant Ecological Area.
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Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
<i>Maximize Compatibility with Existing and Planned Development.</i>					
Land Use Compatibility and Conflicts	<ul style="list-style-type: none"> The proposed station location is at the intersection of SR 126 and Stanford Avenue. SR 126 is planned to be extended from this point to Sierra Highway. The proposed station site is designated for Business Park land use and is near Residential Estate land use and a Mineral/Oil Conservation Area Open Space. The City of Santa Clarita proposed extending the Union Pacific Railroad, adjacent to Highway 126, from Ventura County to the Existing Metrolink/UPRR adjacent to San Fernando Road. 	<ul style="list-style-type: none"> The proposed station location is located off of Magic Mountain Parkway. This road is planned to be a 6-lane Major Highway. The land use surrounding the station location is Visitor Serving/Resort, Community Commercial, and Business Park. The City of Santa Clarita proposed extending the Union Pacific Railroad, adjacent to Highway 126, from Ventura County to the Existing Metrolink/UPRR adjacent to San Fernando Road. The proposed station location may conflict with existing County of Los Angeles plans for Stevenson Ranch. 	<ul style="list-style-type: none"> Currently the road leading to the proposed station site is an unpaved road called East Canyon Highway. This road and Old Road may have to be modified to accommodate traffic to the station. The station is within land use designated Open Space and within the Santa Susana Mountains Significant Ecological Area. Towsley Canyon is proposed for County designation as a Significant Ecological Area. There is no proposed or existing intermodal connection area near the proposed station location. 	<ul style="list-style-type: none"> The existing Via Princessa Road is a Major Highway planned to be a minimum of 6 lanes and to extend from Lost Canyon Road to San Fernando Road. Via Princessa would have to be extended to this point to accommodate the proposed station location. The station is proposed to be on land designated for Residential Moderate and Community Commercial land use. The station bisects and covers several planned roads. The station would be close to a planned school. There is no proposed or existing intermodal connection area near the proposed station location. There is a residential development proposal to the County of Los Angeles for this station site. 	<ul style="list-style-type: none"> Currently San Fernando Rd. terminates at the Park & Ride adjacent to Whitney Canyon unpaved road. San Fernando Road may have to be extended to accommodate the proposed station location. The proposed station site is designated Residential Estate land use in the Santa Clarita General Plan and an unincorporated area designated a Mineral/Oil Conservation Area. There is no proposed or existing intermodal connection area near the proposed station location. The area surrounding the proposed station location is being considered as a Significant Ecological Area by the County of Los Angeles.
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Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
Visual Quality Impacts	<ul style="list-style-type: none"> Station site is in undeveloped area adjacent to oil field; 0.5 mi. from commercial area and 1.5 mi. from residential area. Terrain is not rugged and will not require extensive earthwork. North approach for station site has a bridge at Castaic w/in 200 ft. of residences for 2 mi. 	<ul style="list-style-type: none"> Station site is 900 ft. east of Magic Mountain; 1250 feet west of commercial area; and 0.5 mi. from closest commercial development to the east across I-5. No residential viewers. 	<ul style="list-style-type: none"> Station site is in vacant, rugged area. There will be extensive visible earthwork. Will be visible to residences 0.5 mi. away across I-5. May also be visible to other residences at greater distances in Santa Clarita. North and south approaches cross the same type of vacant, rugged land, including Towsley Canyon that is being considered for Significant Ecological Area status. At grade thru this area for 3.5 mi. 	<ul style="list-style-type: none"> Station site is in undeveloped area 600 ft. from residences on the opposite side of SR-14, at approximately same elevation as the station. Terrain is not too rugged. Earthwork will not be as extensive as San Fernando Road/SR-14 Option. 	<ul style="list-style-type: none"> Station site is in completely undeveloped area proposed for a Significant Ecological Area. Terrain is rugged requiring extensive earthwork. Nearest road stub is 1 mile distant. Earthwork for new access roads will be required. Station may be visible from some distance to residences to the NW in Santa Clarita. Closest residences are 1.25 mi. to the NW.
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<i>Minimize Impacts on Natural Resources.</i>					
Water Resources	No impacts.	Potential minor impacts on relatively minor drainages, avoidance likely feasible.	Potential minor impacts on relatively minor drainages, avoidance likely feasible.	No impacts.	Potential minor impacts on relatively minor drainages, avoidance may or may not be feasible.
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Floodplain Impacts	Site may be affected by floodplain.	No impact.	Impact from small drainages can be avoided.	No impacts.	No impacts.
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Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
Threatened & Endangered Species Impacts	<ul style="list-style-type: none"> Surrounding area is already developed. California condor sanctuary near station site. Potential to impact several sensitive species. 	<ul style="list-style-type: none"> Surrounding area is already developed. California condor sanctuary is near station site. Potential to impact several sensitive species. 	<ul style="list-style-type: none"> Less developed lands surrounding station site. Potential to impact several sensitive species. 	<ul style="list-style-type: none"> Station site approaches would traverse through a designated sensitive ecological area. Potential to impact several sensitive species. 	<ul style="list-style-type: none"> Would traverse through a designated sensitive ecological area. Potential to impact several sensitive species.
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<i>Minimize Impacts on Social and Economic Resources.</i>					
Environmental Justice Impacts (Demographics)	1990 Minority population: 152 1990 In-poverty households: 1	1990 Minority population: 4 1990 In-poverty households: 0	1990 Minority population: 4 1990 In-poverty households: 0	1990 Minority population: 58 1990 In-poverty households: 13	1990 Minority population: 2 1990 In-poverty households: 0
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Farmland Impacts	Located in an area with soil that could be farmed.	The station is located in an urbanized area with soils not suitable for farmland.	The station is located in a mountainous area with soils not suitable for farmland.	The station is located in an urbanized area with soils not suitable for farmland.	The station is located in a mountainous area with soils not suitable for farmland.
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<i>Minimize Impacts on Cultural Resources.</i>					
Cultural Resources Impacts	<ul style="list-style-type: none"> No resources recorded on the GIS. Moderate potential for cultural resources due to location near Santa Clara River. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Moderate potential for cultural resources due to location near Santa Clara River. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Low potential for undiscovered sites, due to location in steep canyon. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Moderate potential for cultural resources due to location near Santa Clara River. 	<ul style="list-style-type: none"> No resources recorded on the GIS. Low to Moderate potential for cultural resources due to location near several small creek channels.
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Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
Parks & Recreation/Wildlife Refuge Impacts	<ul style="list-style-type: none"> No park resources located in the area. 	<ul style="list-style-type: none"> No park resources located in the area. 	<ul style="list-style-type: none"> No park resources located in the area. North approach crosses Towsley Canyon which is being considered for Significant Ecological Area status by the County. 	<ul style="list-style-type: none"> No park resources located in the area. 	<ul style="list-style-type: none"> No park resources located in the area. The station and approached cross Elsmere and Whitney Canyons which are being considered for Significant Ecological Area status.
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<i>Maximize Avoidance of Areas with Geologic and Soils Constraints.</i>					
Soils/Slope Constraints	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium Subsidence Potential. Probably stable formations consisting of hard rock or granular continental deposits. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium Subsidence Potential. Probably stable formations consisting of hard rock or granular continental deposits. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium Subsidence Potential. Probably stable formations consisting of hard rock or granular continental deposits. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium Subsidence Potential. Formations with marginal stability including largely continental deposits and older (Paleozoic) marine sediments. 	<ul style="list-style-type: none"> Intermediate hardness units considered unlikely to marginal relative to compressibility. Medium Subsidence Potential. Probably stable formations consisting of hard rock or granular continental deposits.
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Seismic Constraints	<ul style="list-style-type: none"> High probable ground motion from earthquakes. No active fault crossings. Low potential for liquefaction. 	<ul style="list-style-type: none"> High probable ground motion from earthquakes. No active fault crossings. Low potential for liquefaction. 	<ul style="list-style-type: none"> High probable ground motion from earthquakes. No active fault crossings. Low potential for liquefaction. 	<ul style="list-style-type: none"> Medium to high probable ground motion from earthquakes. Medium to high liquefaction potential. No active fault crossings. 	<ul style="list-style-type: none"> High probable ground motion from earthquakes. No active fault crossings. Low potential for liquefaction.
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Evaluation Criteria	Santa Clarita				
	SR-126/I-5	Magic Mountain Parkway/I-5	The Old Road/I-5	Via Princessa/SR-14	San Fernando Road/SR-14
<i>Maximize Avoidance of Areas with Potential Hazardous Materials.</i>					
Hazardous Materials/Waste Constraints	<ul style="list-style-type: none"> There are no CERCLIS, SPL, or SCL sites near the station location. There is an oil field adjacent to the station site. 	<ul style="list-style-type: none"> There are 2 CERCLIS, SPL, or SCL sites near the station location. There is an oil field around Magic Mountain Theme Park which is adjacent to the station site. 	<ul style="list-style-type: none"> There are no CERCLIS, SPL, or SCL sites near the station location. There may be a natural gas or petroleum pipeline along Old Road close to the proposed station location. 	<ul style="list-style-type: none"> There are no CERCLIS, SPL, or SCL sites near the station location. 	<ul style="list-style-type: none"> There is 1 CERCLIS, SPL, or SCL sites near the station location. There is an oil field adjacent to San Fernando Road.
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 Least Favorable Most Favorable